

For EUROPE & AMERICA,
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS.**
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription: paid in advance,
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ESTABLISHED 1857

THE
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No. 15,995. 號五十九百九千五萬一第 日二十月六年元統宣 HONGKONG, WEDNESDAY, JULY 28TH, 1909. 三拜禮 號八十二月七年九零百九千一英港香 PRICE, \$3 PER MONTH.

**NEW
PIANOS
ON HIRE**
AT
\$10 PER MONTH.
TUNING AND REGULAR
ATTENTION INCLUSIVE.
**S. MOUTRIE &
CO. LIMITED.**
[a40-2]

KOWLOON HOTEL

THE ONLY FIRST CLASS
ESTABLISHMENT ACROSS
THE WATER.

SINGLE and DOUBLE ROOMS To Let
at Moderate Rates.

Excellent Cuisine.

O. E. OWEN,
Proprietor.

[a692]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a827]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 1/2 hour.
SATURDAYS.
Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to
11.15 p.m., every half hour.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. [a549]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [a415]

SIEN TING
SURGEON DENTIST.
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [a504]

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"	JOHN WALKER & SONS'				
"	OLD HIGHLAND				12.50
"	C. P. & CO'S SPECIAL				
"	BLEND				10.50
PORT WINE, INVALIDS	-	-	-		20.00
"	DOURO	-	-		13.50
SHERRY, LA TORRE	-	-	-		16.00
"	AMOROSO	-	-		20.00
BENEDICTINE, D.O.M.	-	-	-	QTS. 40.00 Pts. 42.00	

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		gencies, by W. Gordon Stables ...	2.25
		The Chauffeur's Companion ...	1.75
		Scotch and Irish Terriers, by J. Martee ...	80
		Tasty Dishes, Simple and Economical ...	8.00
		The STATESMAN'S YEAR BOOK ...	9.00



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THE LEADING BEER IN THE
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TELEPHONE No. 75.

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15, Queen's Road Central.

Hongkong, 21st July, 1909. [a35]

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(TELEPHONE 97).

"GRIFFIN EXTRAS"

ASPARAGUS

THE BEST IN THE MARKET

95 CENTS - PER TIN.

THIS ASPARAGUS IS PACKED WHERE GROWN AND
PLACED IN THE CAN IMMEDIATELY AFTER CUTTING, THUS
INSURING ALL ITS FRESHNESS AND DELICACY OF FLAVOUR.

LANE, CRAWFORD & CO.

Hongkong, 14th July, 1909. [a33]

THE GOLD MEDAL for Quality in the
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**"WHITE HORSE"
WHISKY.**
By Royal
Appointment.
MACKIE & CO. DISTILLERS LTD. Estab. 1742.
LONDON DISTILLERY, LONDON.
OBTAINABLE AT ALL STORES
OR FROM THE
SOLE AGENTS:
LANE, CRAWFORD & CO. \$15 PER DOZ.
NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky
will be refused our pills. [a34]

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SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently
equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in
connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct
Steamer Service by the S.S. "KOREA MARU" and "SAIKO MARU" (2,877 tons each)
as follows:-

NORTH-BOUND.			
Leave—Shanghai (Steamer) ...	Thursday	Saturday or Sunday	
Arrive—Dairen (") ...	Sunday	Monday or Tuesday	
Lv. —Mukden (") ...	11 a.m.	Tuesday	Friday
Ar. —Changchun (") ...	8.50 p.m.	"	"
Lv. — " (") ...	9.15 p.m.	"	"
Ar. — " (") ...	5 a.m.	Monday	Wednesday
Lv. — " (") ...	5.55 a.m.	"	Saturday
Ar. —Harbin (") ...	3 p.m.	"	"

Connecting at Harbin with

SOUTH-BOUND.

Connecting at Harbin with

SOUTH-BOUND.			
Leave—Harbin (Russian Train)* ...	9 a.m.	Tuesday	Thursday
Arrive—Changchun (") ...	6 p.m.	"	Saturday
Lv. — " (") ...	7 p.m.	"	"
Ar. —Mukden (") ...	2.10 a.m.	Wednesday	Friday
Lv. — " (") ...	2.30 a.m.	"	"
Ar. —Dairen (") ...	12.30 p.m.	"	Sunday
Lv. — " (Steamer) ...	afternoon.	"	"
Ar. —Shanghai (") ...	"	Friday	Tuesday

*Russian Train time is 25 minutes earlier than S. M. R. time.

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RAILWAY HOTELS—YAMATO HOTEL (Tel. Add. "YAMATO")
At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the
Company's management.

FUSHUN COAL.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

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EASTMAN'S KODAK FILMS.

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COMPOUND SHUTTERS

AT MODERATE PRICES.

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IT IS HEREBY NOTIFIED that, on and
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of ICE will be INCREASED to ONE CENT
Per Pound.

JARDINE, MATHESON & Co., Ltd.,
General Managers,
Hongkong Ice Co., Ltd.
Hongkong, 13th July, 1909. [a97]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & Co.
Hongkong, 6th March, 1907. [a47]

NEW CARTRIDGES.

BY popular English Manufacturers. In
all Bore and Sizes.
SMOKELESS POWDERS and CHILLED
SHOTS. From No. 10 to 33SG. at \$6.97 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [a623]

SINGON & CO.

IRON, STEEL, METAL and HARD-
WARE MERCHANTS. Wholesale
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Foundry Coke Importers. General Store-
keepers and Shipchangers. Nos. 35 & 37, HING
LOONG STREET, (2nd Street, west of Central
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CHOICE AUSTRALIAN

RABBITS

75 CENTS EACH.

HARES

\$1.50 EACH.

[a563]

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(Established 1896)
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Dealers in

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of Latest Edition, from \$1.75 to \$16 Each
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NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents. [a1674]

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FIRST CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
String ... Plays during Tiffin and Dinner.
Well furnished Reception Rooms.
Private ... and Billiard Room for Hotel
Residents.
Electric Lifts to each floor.
Electric Lighting and Fans.
Telephones on every floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
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KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically lighted: Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a998]

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A.B.C. Code, 5th Ed.
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putting green and fine stabling for horses.
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STANDING in its own grounds with Tennis
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Fine View of the Harbour.
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Apply to—
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Hongkong, 4th December, 1907. [a44]

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A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort
to Residents and Tourists.
Table D'Hôte at Separate Tables.
MODERATE RATES.
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Proprietress.

Hongkong, 5th October, 1908. [a43]

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MACAO.

THIS Hotel is under European manage-
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food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous for
a few days rest and quiet.
Comfortable accommodation for travellers
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Macao is 40 miles south-west of Hongkong.
Two steamers (s.s. *Sui An* and *Sui Tin*) daily to
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both these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
[a196] THE MANAGER.

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SHAMSHEN-CANTON.

MANAGER—MR. H. HAYNES.
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SITUATED ON THE BRITISH CONFESSION.

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MACAO.

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Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAISES PROVIDED.
Every information and special attention given to
Tourists.

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DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.
Sited in close proximity to the Harbour
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BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.
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3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.
8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.
every 2 hours.

SATURDAYS.
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

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8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
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PORT WINE, INVALIDS			20.00
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The Golden Key, by Desmond Coke ...	1.75	Townsend, H. B. Workman and G. ...	
The Trickster, by G. B. Burgin ...	1.75	Elyse; 2 Volumes, Illustrated ...	22.50
The Old Man in the Corner, by Baroness ...			
Orzy ...	1.75	A Treatise on Plague, by Major G. S. ...	
Black Magic, by Margery Bowen ...	1.75	and Dr. J. Thomson; Cheap Edition ...	2.75
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An Incomplete Etymon, by Frank Danby ...	1.75	Sanitary Law and Practice, by W. ...	
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Meredith ...	35	The Practical Cricketer, by J. N. ...	90
The World in the Church, by Mrs. ...	35	Crawford ...	
Riddell ...	35	First Aid to Dogs and Kennel Emer- ...	
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Sergeant ...	35	The Chauffeur's Companion ...	1.75
Campion Court, E. J. Worbeise ...	35	Scotch and Irish Terriers, by J. Mattee ...	80
		Tasty Dishes, Simple and Economical ...	80
		The STATESMAN'S YEAR BOOK ...	9.00

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THE LEADING BEER IN THE
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By Royal Appointment.
Quality the Secret of Success.
NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky will be refused our pipes.
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SHORTEST AND QUICKEST ROUTE BETWEEN
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THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently
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Leave—Shanghai (Steamer) ... Thursday
Arrive—Dairen ... Saturday
Lv. — Mukden ... 11 a.m. Sunday
Ar. — Changchun ... 8.50 p.m. Tuesday
Lv. — Harbin (Russian Train) ... 9.15 p.m. Wednesday
Ar. — Dairen ... 5 a.m. Friday
Ar. — Shanghai ... 5.55 a.m. Saturday
Connecting at Harbin with State Express for Moscow.
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Leave—Harbin (Russian Train) ... 9 a.m. Tuesday
Arrive—Changchun ... 6 p.m. Thursday
Lv. — Mukden ... 7 p.m. Saturday
Ar. — Dairen ... 2.10 a.m. Sunday
Lv. — Shanghai (Steamer) ... 2.30 a.m. Monday
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Russian Train time is 23 minutes earlier than S. M. R. time.
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and Messrs. Thos. Cook & Son.
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A SPECIALITY. [a809]

HONGKONG ICE COMPANY, LIMITED.
IT IS HEREBY NOTIFIED that, on and
after the 19th current, the Selling Price
of ICE will be INCREASED to ONE CENT
Per Pound.
JARDINE, MATHESON & Co., Ltd.,
General Managers,
Hongkong Ice Co., Ltd.
Hongkong, 13th July, 1909. [a957]

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RABBITS
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HARES
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POSTAGE STAMP ALBUMS
of Latest Edition, from \$1.75 to \$16 Each
Inspection Invited. [a910]

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SHOTS. From No. 10 to .55SG. at \$6.87 and
\$7.50 per 100. SPORTING REQUISITES
and ALL GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [a623]

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IRON, STEEL, METAL and HARD-
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Every Comfort.
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A. F. DAVIES, Manager.
[a42]

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Hot and Cold Water throughout.
Electrically Lighted: Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a998]

"KINGSLORE," PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.
Telephone No. 134. "SACROLOA."
Telegraphic Address: "A.B.C. Code, 5th Ed."
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throughout. Billiards, Tennis, Croquet,
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Proprietress, Mrs. G. SACHSE.
[a45]

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Well Furnished Rooms, every home comfort.
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"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a44]

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Table D'Hôte at Separate Tables.

MODERATE RATES.

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Hongkong, 5th October, 1908. [a43]

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food, cleanliness and hygiene of the place.
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A most pleasant retreat for those desirous for
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Comfortable accommodation for travellers
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colony of Macao.
Macao is 40 miles south-west of Hongkong.
Two steamers (the Sai An and Sai Tai) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
[a196] THE MANAGER.

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MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA," SHAMKIN.

SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL.

MACAO.

Telegraphic address—"FARMER, MACAO."

SITUATED IN THE CENTRE OF PRATA GRANDE.

Both Hotels electrically lighted, and under
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Every information and special attention given
to Tourists.

REASONABLE RATES.

WM. FARMER,
Proprietor.

[a1623]

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COMFORTABLE & AIRY BEDROOMS.

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Special arrangements for a long stay.

E. DOMBALLE,
M. MAILLE, Proprietors.

[a6]

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acts all effects of perspiration, and is as
refreshing and invigorating to the system
as a Turkish Bath.WATSON'S
CARBOLIC SOAPSHIGHLY RECOMMENDED BY THE
MEDICAL PROFESSIONIn three strengths, containing 5%, 10% and 20%
of pure carbolic acid.WATSON'S
SOAP for
PRICKLY HEATContaining:
ARNICA, CAMPHOR,
AND
CARBOLIC ACIDA. S. WATSON & CO.
LIMITED,THE HONGKONG DISPENSARY
AND KOWLOON DISPENSARY.

Hongkong, 19th July, 1909. [29]

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The Daily Press.

HONGKONG, JULY 28th, 1909.

GREAT BRITAIN has ceased to be an island,
so our French neighbours are telling us
now that M. BLERIOT has made a success-
ful flight in his aeroplane across the Straits
of Dover. Our geography primers and our
lexicons which tell us that "an island is a
piece of land entirely surrounded by water"
will have to be altered. We shall have to
forget what the poets have told us about
Britain being

a small little island!

A right little, tight little island.
Not yet, however, are the educational
authorities of Great Britain likely to with-
draw the present text books on geography
from the schools. One sparrow does not
make a summer, and one aeroplane crossing
the English Channel does not form such a
bridge as warrants the announcement that
Great Britain has ceased to be an island.Nevertheless the fact that an aeroplane has
successfully crossed the Channel for the
first time marks an epoch in the history of
aeronautics which naturally evokes jubila-
tion among the growing number of men
who are now devoting their serious atten-
tion to the problem of aerial flight, and the
fact that the first man to accomplish the
feat of crossing the channel is a
French inventor is sufficient to
account for the extraordinary popular
outburst of enthusiasm which Reuters tells
us of in France. Though the telegram does
not mention it, we assume that M. BLERIOT
in making the attempt was competing for a
prize of £1,000 offered by the proprietors of
the London "Daily Mail." Mr. LEXHAM

had recently made an unsuccessful attempt
in his monoplane, but came to grief by an
inexplicable stoppage of the motor before
he had left the French coast more than six
miles behind. When the motor stopped he
was at a height of a thousand feet and
travelling at the rate of forty-five miles
an hour, but the impact when he fell was
gentle and the machine floated like a cork,
the occupant not even getting wet. We do
not know the conditions attaching to this
competition, but in view of the recent per-
formances of the Zeppelin and the Pater-
nair, a flight of twenty or thirty miles
cannot now be regarded as a very astonish-
ing feat. It probably is a most notable
performance for an "aeroplane," for we read
of the New York Aero Club offering for
competition recently a trophy for a flight of
five-eighths of a mile. It was won on the
5th inst. by Mr. GLEN H. CURTIS, who is
described as "the Wright Brothers' most
formidable rival." He flew a mile and
three-quarters on his aeroplane at an eleva-
tion of 30 feet, and maintained a speed of
33 miles an hour. M. BLERIOT, who crossed
the Channel, claims to have covered a
distance of thirty miles in thirty-five
minutes. But the performances of the
German airships throw these feats
completely in the shade. At the beginning
of the present month the airship Pater-
nair II. started from Tegel, near Berlin, rose
first to a height of 4,500 feet, and then
dropped to 450 feet, at which height it
remained until it had passed over Saxony,
when it rose to a height of 9,000 feet in
order to pass over Eger and Franzensbad.
When the airship eventually landed the
occupants had used up only half their
ballast, and had enough fuel left to enable
them to cross the Alps. As, however, they
had set out only with the idea of giving the
crew a trial run, they decided to terminate
the trip at the end of the eighteen hours.
Such demonstrations as these leave no room
for doubt that there is a great future for
airships, but speculation at present is con-
fined largely to their military uses. We
notice that Colonel MASSEY, who is pro-
minently identified with aeronautical
experiments in England, spoke recently of
flights of 300 miles an hour being a
possibility of the near future. Every modern
army is probably concentrating its attention
on means of meeting the new danger.
Special high-angle, long-range ordnance
is being constructed to act as airship
destroyers and the use of powerful rockets
in the hands of detachments moving in light
motor-cars has been suggested, as once a
rocket penetrates a gas bag spontaneous
combustion would ensue; while flying
machines, though much harder to hit, on
account of their smaller size and superior
turn of speed, are, it is suggested, un-
doubtedly more vulnerable to shrapnel or
snaketry fire. But the use of either would
be out of the question if flight at the rate of
three hundred miles, or even half that speed,
has to be reckoned upon. When experienced
officers tell us that it would not even now
be difficult to drop explosives from any
given object from an aeroplane, and that in
the near future probably it will be possible
to trace the movements of submarines from
a dirigible balloon, we can see no limits
to "the science of war."

A drowning fatality in the New Territory
has been reported to the police. A contractor's
scooter who takes out provisions to the Indians
in the New Territory went in bathing in the
Sam Chun river on Sunday. Apparently he
over-estimated his abilities as a swimmer, as he
found himself weak in deep water and unable to
make the bank. He sank and was drowned.

The Japanese Sugar Refining Company
appears to have encountered a fresh obstacle at
the very outset of its renaissance career. It
has no money to pay its taxes. A sum of 70,000
yen became due on account of business tax and
income tax on the 1st of June, but the Company
has not yet succeeded in collecting funds to meet
the obligation. What step will ultimately be
taken is a matter of conjecture.

A stabbing affray took place in a seamen's
boarding house at Yau-mai on Monday. One
man was lying in bed while the others gambled.
They made so much noise that he could not
sleep and he called out to them to cease, where-
upon two of them attacked him with knives.
He was stabbed twice in the back and had to be
taken to the hospital. The wounds were rather
severe. The two assailants were brought before
the Magistrate yesterday and remanded.

On the 2nd instant, says the Japan Daily
Mail, the Home Department granted the
application of the Yokohama Municipality to
raise a foreign loan of £716,500, the issue price
to be 98, and the sum received by the Municipality
94. The debt will be redeemed for 15
years and will be thereafter paid off in 30 years.
The issuing banks are the Industrial Bank of
Japan and the Hongkong and Shanghai Bank, the
brokers being Messrs. Paine and Warriner.

We learn from the annual report of Mr.
Dunn, the Superintendent of the Botanical and
Forestry Department, that it was on the advice
of Mr. Kershaw, of Macao, that the Hongkong
Government suggested the slaughter of magpies
as the best means of encouraging the increase of
singing birds in the island. Mr. Kershaw's
advice, Mr. Dunn says, was energetically follow-
ed during the year 1908. "During the six
months ending in March, 1908, the Police alone
accounted for 679 magpies shot in various parts
of Hongkong and Kowloon (with the expendi-
ture of only 750 cartridges); the total for the
year under report was 594."

With a view to placing the botanical re-
sources of the Botanical and Forestry Depart-
ment as far as possible at the service of the
mercantile community of Hongkong, His
Excellency has requested the Superintendent to
collect all possible information upon the vegeta-
ble products of this neighbourhood, or for
which Hongkong is an emporium. This in-
formation is to refer chiefly to the raw or partly
manufactured products exported from China
and to include the locality of their production,
quantity available, country to which exported,
price at port of export and in the markets to
which they eventually go.

A curious coincidence took place at Quarry
Bay on Monday. A Chinese who had been
seen entering the foreman's quarters at Tai-
koo Dock was arrested with a quantity of clothing
in his possession. He was taken to the Police
Station, and while there a report was received
from a European that some articles of clothing
belonging to him had been stolen, as well as
some belonging to his boy. It was found that
these in the possession of the thief corresponded
with the list of those stolen. The thief, how-
ever, had to answer an additional charge; that
of theft. He was alleged to have bitten the
finger of the Indian who arrested him. For the
first offence he was sentenced by the Magistrate
to six weeks' imprisonment and six hours' stocks
and for the second to two months' hard labour.

The boxing man whose professional name is Bill
Lewis got into trouble with the police the other
night and had in consequence to appear before
Mr. Hazeland at the Magistrate's yesterday on a
charge of assaulting a constable. It appears
that the defendant quarrelled with somebody in
the Hongkong Hotel, and when P. C. Cooke
interfered Lewis demanded to know who he was.
The officer replied that he would let him see
and he laid hands on the defendant, who
apparently resented this. The officer declared
that Lewis struck him in the face, but Lewis
denied this and asserted that he himself was
struck. Another witness testified to Lewis being
sober, but spoke to the assault by Lewis on the
constable which he witnessed. His Worship
bound defendant over in the sum of \$100 to be
of good behaviour.

A correspondent forwards to The Times the
following communication which he has received
from Manchuria:—A Governor was sent lately
from Peking to Mukden who is a Manchou of
the old school, detesting Westerners and all their
ways. Shortly after his installation he called
the members of the Civil Service together and
addressed them as follows:—"As far as I can
see there are too many of you officials; you are
too highly paid, and don't work hard enough.
I mean to dismiss half of you, and reduce the
pay of the rest. I observe that many of you
wear silk robes and ride in broughams or other
new-fangled conveyances, which you ought not
to be able to do on your salaries. Now, in future,
be careful! Wear cotton and ride in sedans, or
you will be dismissed. If I should make a mis-
take in my policy, you are enjoined by me to
speak up, and tell me frankly how I have erred.
I have nothing further to say on this occasion
except that if I catch any of you tripping, by
—I'll have his head off! Now go home and
think of what you have heard, for I mean it!"

TELEGRAMS.

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THE FOURTH TEST MATCH.

AUSTRALIA 147; ENGLAND 119.

LONDON, July 27th.

The Fourth Test Match was played
at Manchester to-day.There had been a storm overnight,
and the sunshine to-day was inter-
mittent. Over 20,000 people as-
sembled to witness the match, which
was played on a difficult wicket.

The scores were:—

AUSTRALIA.

Bardsley	9
Gregory	21
Ransford	4
Noble	17
Trumper	2
Armstrong	32
Hopkins	3
Macartney	5
Cotter	17
Carter	13
Laver	11
Extras	13

Total 147

The bowling analysis showed that
Hirst took no wickets for 13 runs;
Barnes 5 for 56; and Blyth 5 for
63.

ENGLAND.

Warner	9
Spooner	25
Tyldesley	15
Sharp	3
Rhodes	5
Hutchings	9
Maclaren	16
Lilley, not out	26
Hirst	1
Barnes	0
Blyth	1
Extras	9

Total 119

Laver took 8 wickets for 31 runs;
Macartney 1 for 31; Cotter 1 for 37;
and Noble none for 11.

CHINESE ATTACK ON POLICE.

A PIERCE COMBAT AT KUALA LUMPUR.

SINGAPORE, July 27th.

A crowd of Chinese clad in red
assembled at a temple in Kuala Lum-
pur and fired upon the police as they
approached.Fighting of the fiercest description
ensued, four Chinese being killed and
several wounded.A Sikh constable was wounded in
the chest and a European Inspector
was injured badly.The Chinese are supposed to have
been members of a Secret Society.
Twenty-five arrests have been made.

PRATAS ISLAND AFFAIR.

HITCH IN THE NEGOTIATIONS.

Tokyo, July 27th.

A hitch has taken place in the
negotiations with regard to Pratas
Island. China counterclaims for
\$170,000 against Japan's \$500,000.China's attitude on pending ques-
tions in Manchuria is productive of
uneasy rumours, affecting the share
market.[REUTERS' SERVICE TO THE "HONGKONG
DAILY PRESS"]THE GOVERNMENT'S NAVAL
PROGRAMME."AFTER VERY ANXIOUS AND CAREFUL
CONSIDERATION."

LONDON, July 27th.

In a debate in the House of Com-
mons on the Naval Estimates, Mr.
McKenna, First Civil Lord of the
Admiralty, announced that after very
anxious and careful consideration of
the conditions of shipbuilding in
foreign countries the Government had
decided to ensure the completion ofthe second four Dreadnoughts by
March, 1912. Their keels would be
laid down next April.It had also been decided, with a
view to the protection of commerce,
to replace one of the four cruisers
originally planned by an improved
cruiser, more powerful and faster than
any afloat.

LATER

Mr. Balfour severely criticised the
Government for allowing our margin
of superiority to disappear and for
neglecting the Mediterranean and the
trade route (to the East?), though
they knew that two Powers on the
Mediterranean were building the most
powerful battleships.Mr. Asquith (the Premier) empha-
sised that between Germany and
ourselves there was no cause of quar-
rel of any sort or kind throughout the
world. If diplomatic relations were
mutually conducted with common
consideration, there was no reason
why such a difference should arise."BRITAIN NO LONGER
AN ISLAND."FRANCE AND THE SUCCESS OF THE
BLERIOT AEROPLANE.

LONDON, July 27th.

Feverish enthusiasm prevails in
Paris over the success of M. Blériot
in crossing the Channel in his aero-
plane. The new Cabinet and its pro-
gramme is relegated to the back-
ground in the thoughts of the people.The gist of the general comment is
that Great Britain has ceased to be
an island.

DEATH OF MR. A. F. GARDINER.

News reached the Colony yesterday, by tele-
gram, of the death of Mr. A. F. Gardiner, of
Tamsui and formerly of Amoy. Mr. Gardiner,
who was a tea inspector in the firm of Messrs.
Boyd & Co., had been ill a long time, and was
under medical treatment in Hongkong during
the winter months. He was probably not over
forty years of age, and his premature death will
be much regretted by the wide circle of friends
whom he made in his long residence in the East.

£50,000 A YEAR.

WHAT CARUSO RECEIVES FOR SINGING.

Signor Caruso, who is staying in Paris until
he crosses to England for his concert tour, is
very angry about the publicity which has been
given to the recent condition of his throat. He
declares that it has done him a great deal of
harm, and that he is now worried and unhappy.
"People envy me without realising my trouble,"
he told an interviewer. "I make a lot of money,
but I lose a great deal every time I cannot sing.
The public never thinks of that."
"But you are not a poor man?" asked the
interviewer.
Caruso shrugged his shoulders. "I don't do
badly. I make about £50,000 a year, but that
won't last for ever. It may last five more years.
Yes, I have signed a fresh engagement for three
years, making five years altogether, with the
management of the Metropolitan Opera in New
York. I am to get \$500 a night, which, after
all, is a very reasonable sum."
"In the autumn, before I go to the United
States, I am going to sing in Germany, and I
have also signed for Monte Carlo in 1912. But
in these places I am, of course, going to be
better paid."

THE LAW AND THE LADY.

If the High Court has a post in Mr. Justice
Darling, the County Court has a ready verser in
—well, His Honour prefers to be anonymous.
A young lady was recently sued in a London
County Court for a balance due on Stock Ex-
change transactions. Her counsel, having
stated that his client had married before the
action was begun, received these lines from the
Bench:—

"When lovely woman stoops to flattery,
And leasns, to decoit, that 'taps' betray,
What art can save her braid and butter?
What charm avert the settling day?
The only art her loss to cover,
To bring contentment to her lover
And dash the broker, is—to marry."

The High Court has, in truth, few distinctions
which the County Court cannot match. Even
a Senior Wrangler—the late Mr. Sturges, Q.C.,
who sat at Clerkenwell for many years—has
adorned the County Court Bench.—The Globe.Immigration officials, after picking up on the
wharf at Seattle a stray Chinese, who admitted
that he came over a stowaway on the Great
Northern line Minnesota, searched the vessel
last month and discovered nine smuggled opium
and a quantity of silk and cigars. Inspector
C. E. Keagey, who is a heavy man, stepped into
the sail locker of the steamer and fell twenty
feet through a hole in the floor, alighting
squarely on top of nine naked Chinese lying
in the hold of the ship, whereupon they screamed
in terror. Further investigation brought to
light several leather sacks resembling Govern-
ment mail pouches, filled with raw silk and a
number of boxes of expensive Manila cigars.
The bags of silk are supposed to have been taken
aboard with the mail sacks. Three Chinese
stowaways were captured on the British steamer
Cymeric last month, and it is believed organised
smuggling is in progress on Oriental steamers.

LOCAL SPORT.

LAWN BOWLS.

The singles championship at lawn bowls in
connection with the Civil Service Club has just
been decided. The finalists were B. Fenton, and
D. M'iver, but the latter won rather easily.
Fenton failing to maintain the form he has
displayed throughout the competition. The
game, 21 heads, ended: M'iver, 16; Fenton, 8.

INTERPORT CRICKET.

It is being freely stated in local sporting
circles that we are to have a cricket fortnight
in November, when Hongkong will entertain
Yokohama, Shanghai and Singapore cricket
representatives. It is to be hoped the news
is true.

THE TENNIS LEAGUE.

The members of the Tennis League at a
meeting held in the Y.M.C.A. rooms decided
to give a shield instead of a flag as a trophy for
the winning team. The shield will be of
blackwood about a foot square with a silver
tennis racket upon it and silver plates for the
inscription of the winners' names. It was
decided that the cost should be defrayed out of
the funds of the League, and Mr. J. R. Wood,
the Vice-President, and Mr. Alva, the President
of the Lusitane Club, have given contributions
supplementing the funds of the League for this
purpose. Dr. Forsyth, the President, has kindly
offered to provide medals for the winning team.It was decided that the shield should be pre-
sented at the close of the match Winning
Team v. Rest of the League, which will proba-
bly be played on August 14th. The latter
team will consist of representatives of the
Y.M.C.A. and one from each of the other clubs
—making four pairs. The shield is to be held
for one year by the winning team.

HONGKONG COLLEGE OF MEDICINE.

The time-table for the autumn session, which
commences 1st September, has been published.
The lecturers and their subjects are as
follows:—Practical Anatomy, Dr. G. D. B.
Black and Dr. Ho Ko Tann, demonstrator;
Medical Jurisprudence, Dr. F. Clark; Chemis-
try, Mr. A. C. Franklin, F.R.C.S.; Clinical Medi-
cine, Dr. J. C. Thomson; Clinical Surgery,
Dr. R. M. Gibson; Midwifery and Gynaeco-
logy, Dr. C. Forsyth; Practical Pathology,
Dr. H. G. Hobson; Surgery, Dr. W. V. M.
Koch; Anatomy, Dr. G. H. L. Fitzwilliams;
Tropical Diseases, Dr. J. C. Thomson; Practi-
cal Chemistry, Dr. W. B. A. Moore; Patho-
logy and Bacteriology, Dr. W. W. Pearce;
Physiology, Dr. R. A. Bellios; Biology, Mr.
A. R. Sutherland, M.A.; Fever, Dr. J. W.
Hartley; Practice of Medicine, Dr. F. T.
Key; Materia Medica and Therapeutics,
Dr. O. Marriott; Tutorial Medicine and
Midwifery, Dr. J. H. Hawk.

THE CHINESE COFFIN TREE.

Among the most valuable products of China
which have so far remained a monopoly of the
Chinese Empire is the beautiful and valuable
wood known as Nanmu (Chinese Coffin-tree).
Many efforts, says Mr. Dunn, the Superinten-
dent of the Botanical and Forestry Department,
have been made to obtain a supply of living
plants for other countries interested in forestry
and with suitable climates, but so far, to the best
of my knowledge, without success. There is an
old tree in the Hongkong Botanic Gardens
which was sent by Mr. Watters, then British
Consul at Ichang, some 30 or 40 years ago. A
few scores of layers were taken from it while
young and planted on Mt. Gough in 1883. It is
impossible to find these trees again with the
scanty information preserved, and it still
surviving they probably resemble the trees in the
Gardens in not ripening fruit and in being too
old to provide layers. During the last two
years a considerable amount of correspondence
has been carried out with Consuls and others in
Szechuan and Yunnan, the provinces in which
the tree occurs, with the object of getting seeds.
Through the kindness and perseverance of Mr.
Fox (until recently British Consul at Cheng-tu)
and of Mr. Tymann, and after some failures, two
consignments of seeds have during the year been
received by this Department. The length of
time occupied in the journey from Cheng-tu is
evidently, from the condition of the seeds, nearly
the limit for its safe transport and they were
immediately sown on arrival. Two crops have
thus been raised and it is hoped to transmit
living plants in due course to various other
Colonies which require them.

WEATHER REPORT

The Hongkong Observatory yesterday issued
the following report:—
On the 26th at 9.30 p.m.—No. 1 night signal
hoisted.On the 27th at 5.45 a.m. Red Drum hoisted.
At 12.20 p.m.—The barometer has fallen
moderately on the S. and S.E. coasts of China
and in Formosa and N. Luzon. It has risen
slightly over Indo-China and the S. Philippines.
The typhoon has moved into the China Sea.
It appears to be situated to the West of the
Balingtang Channel and to be moving towards
N.W. The coast between Hongkong and
Swatow is threatened.Strong weather may be expected in the
Formosa Channel and along the northern shores
of the China Sea.Hongkong rainfall for the 24 hours ending
at 10 a.m. to-day, 0.00 inches.The forecast for the 24 hours ending at noon
to-day is as follows:—
Hongkong & Neighbourhood (*) N.E. gale.
Formosa Channel N. to N.E.
South coast of China between N. to N.E.
Hongkong and Lamcocks. Gale.
South coast of China between N.W. winds.
Hongkong and Hainan. Moderate.
(*) N. winds, freshening; fair to squally and
unsettled.

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STORAGE.
FOR COAL, TIMBER, &c.

TO BE LET.
A PORTION of MARINE LOT
No. 255 at NORTH POINT. Suitable
for above purpose. EXTENSIVE WATER
FRONT. DEEP WATER.
Also FOR SALE.
Portions of MARINE LOTS Nos. 31 & 36
on PRAYA EAST. Approximate AREA
4,000 SQUARE FT. 99 YEARS' LEASE.
For Particulars, apply—
GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. [95]

TO BE LET.

DESIRABLE GROUND FLOOR SHOP
in CHATER ROAD, Hongkong.
Apply—
T. B. L.,
Care of "Daily Press" Office.
Hongkong, 11th May, 1909. [723]

TO LET.

NO. 2, BEACONSFIELD ARCADE,
facing the Parade Ground.
PREMISES now in occupation of Messrs.
Gordon & Co., known as 21, Whitefield, Shauki-
wan Road.
PREMISES at SHAMBAEN, CANTON, now in
occupation of the Canton Kowloon Railway.
NEW FIVE ROOMED HOUSES in
Shelley Street.
The STRIKE, No. 13, Peak. Unfurnished
from 1st June, 1909.
C.M.S. PEAK BUNGALOW, furnished,
Mount Kellott, from 1st October, 1909, to
30th June, 1910.
BEACONSFIELD ARCADE, Fine Shops,
Offices and Dwelling Rooms.
DWELLING ROOMS and OFFICES in
Queen's Road Central.
GODOWNS in Duddell Street.
ROBINSON ROAD, newly painted and color-
washed, exceptionally cheap rentals.
FOR SALE: "FOR CHARTER" at Peak, com-
manding a Magnificent View of the Harbour
and Adjacent Islands.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 23rd July, 1909. [100]

TO LET.

ONE DETACHED ROOM, with Separate
Entrance and Verandah in Prince's
Building, Strand Road.
Apply to—
WM. MEYERINK & Co.
Hongkong, 2nd July, 1909. [920]

TO LET.

OFFICES facing the Harbour from about
October, at present in occupation of
Messrs. JARDINE, MATHESON & Co., Ltd.
Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st July, 1909. [818]

TO LET.

"STOWFORD," 12, Bonham Road, and
5 STEWART TERRACE, the Peak.
Apply—
A. B.,
Care of "Daily Press" Office.
882]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top
Floor of No. 3, (Tang Lap Ting's
Gardens East Point).
Immediate Possession. Rent exceptionally
moderate.
Apply to—
KAM FOOK,
No. 107, Wellington Street,
behind the Stag Hotel or Keeper of
No. 6, Godown on the Spot.
Hongkong, 28th May, 1909. [797]

TO LET.

NO. 1 and 3, MORRISON HILL. Also
OFFICES at No. 2, PEDDER STREET.
Apply—
Messrs. JARDINE, MATHESON
& Co., Ltd.
Hongkong, 31st May, 1909. [807]

TO LET.

FIVE ROOMED HOUSES at Kowloon.
1 ROOM on First Floor of "Hotel Mansions,"
with use of Bath Room, suitable for Office or
Living Room.
NEW and COMMODIOUS SHOPS,
Nathan Road, Kowloon. Immediate Possession.
Cheap Rentals.
KOWLOON MARINE LOT 43, Yauwai,
Area 85,200 square feet with 255 feet Sea
Frontage. Especially suited for Storage of
Coal, Timber, &c.
Apply to—
HUMPHREYS ESTATE & FINANCE
COMPANY, LIMITED.
Hongkong, 29th June, 1909. [909]

TO LET.

GODOWN, No. 54, DUDELL STREET.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st July, 1909. [98]

TO LET.

A HOUSE in Wong Nei Chong Road.
A HOUSE in RYAN TERRACE.
OFFICES To Let, No. 2, Connaught Road,
3rd Floor.
No. 3, CLIFTON GARDENS, Conduit
Road.
No. 10, DES VIGUEUX ROAD CENTRAL,
1st floor.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST. BLUE
BUILDINGS and No. 101B, Des Vigneux Road
next to the Hongkong Hotel.
FLATS in MORTON TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st July, 1909. [97]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA
EAST.
Apply—
CHATER & MODY,
Victoria Buildings.
Hongkong, 1st February, 1909. [264]

TO LET

TO LET.

NO. 3, LYERMOON VILLAS, Kowloon.
A Five-Roomed House, with Tennis
Court. Thoroughly repaired. Rent Moderate.
Apply to—
K. Y. Z.,
Care of "Daily Press" Office.
Hongkong, 7th July, 1909. [337]

TO LET.

FIRST FLOOR, No. 6, ICE HOUSE
ROAD, NINE ROOMS. Electric
Fittings, suitable for Offices or Dwellings.
Also, GODOWN, No. 9, Duddell Street.
Apply to—
A. B. AVASIA,
1, Duddell Street.
Hongkong, 1st July, 1909. [912]

TO LET.

NO. 75, WYNDHAM STREET, SIX
ROOMS. Electric Fittings, Verandah
both sides. Full harbour view.
ROOMS in No. 2, PEDDER'S HILL.
Apply to—
A. B. AVASIA,
1, Duddell Street.
Hongkong, 8th July, 1909. [941]

TO LET.

NO. 1A, WYNDHAM STREET, suitable
for SHOP and OFFICE, etc., lately
occupied by Weismann Ltd. for Tiffin Rooms.
Apply to—
YEE SANG FAT & Co.,
Opposite General Post Office.
Hongkong, 24th July, 1909. [871]

TO LET.

A TWO-STORY EUROPEAN HOUSE
No. 10, KENNEDY ROAD, immediately
above the Peak Tramway Station, commanding
a full View of the Harbour, Servants' Quarters
behind, and a Lawn in front, and Cellar, suitable
for a First Class Residence. Available on the
1st August, 1909, or earlier by arrangement.
Apply to—
MOK KOON YUK,
Comptroller Office,
Messrs. Butterfield & Swire's Office.
Hongkong, 24th July, 1909. [1000]

TO LET.

ONE LARGE OFFICE ROOM, No. 1,
Prince's Building, 11 Floor.
ONE SPACIOUS GODOWN, No. 125,
Wanchai Road.
Apply to—
REUTER, BRÜCKELMANN & Co.
Hongkong, 1st July, 1909. [911]

TO LET.

NO. 6, OBSERVATORY VILLAS,
Kowloon. Five-Roomed House; Electric
Lights and Tennis Court.
"ERANEE BUNGALOW," Kowloon. A
Small Garden attached. Moderate Rental.
Apply to—
ARRATTON V. APCAR & Co.,
14, Des Vigneux Road.
Hongkong, 3rd March, 1909. [399]

TO LET.

NO. 2, ELLIOTT CRESCENT, ROBIN-
SON ROAD, Six Roomed House, with
Out-house, Commanding a Fine View of the
Harbour.
Apply to—
F. X. D'ALMADA & CASTRO,
33, Queen's Road Central.
Hongkong, 7th July, 1909. [936]

KEATING'S
WORM TABLETS
A purely
Vegetable
Sweetened
Keating's Worm Tablets furnish a most
agreeable method of administering the
only certain remedy for Intestinal or
Thread Worms. Perfectly safe, mild,
and especially adapted for children.
To be obtained of all Druggists.
Proprietor, T. J. KEATING,
London, Eng.

APIOLINE
(CHAPOTEAUT)

LADIES
For functional troubles, delay, pain,
and those irregularities peculiar to
the sex.
Prescribed by the highest French
Medical authorities and superior to
Tansy, steel drops and Penny royal.
CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by all Chemists.

THE NEW FRENCH REMEDY.
THERAPION
TRADE MARK
This successful remedy, used in continental
hospitals by Ricord, Rostan, Jobert, Velpeux and
others, surpasses everything hitherto employed.
THERAPION No. 1
is a remedy of short time, often a few days only,
removes all discharges, superfluous humors, the
use of which does irreparable harm by leaving the
constituent of the system in a state of debility.
THERAPION No. 2
is a remedy of short time, often a few days only,
removes all discharges, superfluous humors, the
use of which does irreparable harm by leaving the
constituent of the system in a state of debility.
THERAPION No. 3
is a remedy of short time, often a few days only,
removes all discharges, superfluous humors, the
use of which does irreparable harm by leaving the
constituent of the system in a state of debility.

COMPANY MEETING.

BRITISH NORTH BORNEO
COMPANY.

The 53rd half-yearly meeting was held on the
6th inst. at the Cannon-street, Hotel, London,
under the presidency of Sir Charles J.
Jensen, Bart.
The Secretary (Mr. Harrington G. Forbes)
having read the notice calling the meeting and
the auditors' certificate.

The CHAIRMAN said:—Gentlemen, I am
glad to say that we are again in the position of
being able to recommend the payment of a
dividend at the rate of the previous year—
namely, 4 per cent. The total receipts on
revenue account for the year under review
amounted, in round figures, to £152,823, while
the total expenditure including £4,708 for
depreciation chargeable to revenue amounted
to £98,925. To remind shareholders of the
steady progress we have been making during
recent years I have been tempted to repeat the
figures which I gave you at our last July meet-
ing, including those for 1908. They are as
follows:—

Revenue.	Expendi- ture.	Surplus.	Dividend
£ s. d.	£ s. d.	£ s. d.	£ s. d.
1901 66,581 10 11	52,384 16 9	14,196 14 2	2 2
1902 79,442 9 4	59,041 11 6	20,401 17 10	3 0
1903 84,709 17 0	61,985 8 0	22,724 9 0	3 0
1904 93,178 5 6	67,838 4 8	25,340 1 0	2 0
1905 113,355 9 2	73,748 12 2	39,606 12 0	3 0
1906 149,262 17 10	88,227 11 0	61,035 6 10	3 0
1907 145,816 4 6	92,907 10 4	52,908 14 2	4 0
1908 152,823 9 9	98,925 6 4	54,002 1 5	4 0

The amount carried to the profit and loss
account in the balance sheet is £14,223. Of
this, £36,147 will be required to pay the 4 per
cent. dividend, leaving a balance of over
£100,000.

THE PRINCIPAL ASSETS.

Now, gentlemen, while the foregoing figures
give you an idea of the importance of the com-
pany's property at its present stage of develop-
ment, its Imperial nature, its potential value,
and its future revenue-earning possibilities can
better be appreciated by a careful study of our
principal assets, which are as follows:—

1. Sovereign rights, under which we are em-
powered to frame and enforce laws, to fix Customs
and other tariffs, and to levy taxes for revenue
purposes within the State of North-Borneo. By
virtue of these rights we derive about nine-
tenths of our total revenue.

2. Territorial rights over the whole of the
State, the area of which is estimated at some
31,000 square miles (about 20,000,000 acres),
nearly all of which is suitable for the cultivation
of some tropical product, including rubber and
high-class tobacco.

3. The marketable timber on the land, esti-
mated at not less than 50,000 tons.

4. One-fifth of the profits of the British
Borneo Exploration Company, which, as you are
aware, has been granted by us the exclusive right
for 50 years to search for minerals on condition
that £10,000 per annum is spent on prospecting
in our territory.

5. A fully equipped metre-gauge railway of
over 125 miles in length.

6. About 800 miles of telegraph and telephone
lines.

7. Numerous harbours; also public works,
such as Government offices, officers' and police
quarters, hospitals, jetties, &c.
The whole of these assets, the intrinsic value
of which is incalculable, stood in our books at
the end of last year at £1,491,792 14s. 9d. I shall
not attempt to put even an approximate value
on them; but, undoubtedly, they are worth
millions more than the sum at which they stand
in our books. At only 10s. an acre the value of
the land alone would be £10,000,000. But I
may tell you that we are not selling any land
now at less than £1 per acre, and owing to our
asset of sovereign rights, any land that we sell
for development becomes of more value to us as a
revenue-earning factor than it was previous to
its sale; so land sales not only increase the value
of our assets but our revenue as well. This is
certainly a feature of our company of the utmost
importance, and one which has not apparently
been fully realized by the investing public.
During the last five years eight companies have
been formed for rubber growing in our terri-
tory, and more of the land sold to these com-
panies has been at a lower price than £1 per acre.
With these remarks, I beg to move, "That
the directors' report and statement of accounts,
appended thereto, be received and adopted."
Mr. Cowie, who will now address you, will
second that. I may say that it is owing to the
active and progressive policy which Mr. Cowie
has pursued during his management of the com-
pany that we stand in the position we are in to-
day—not only with respect to our dividend,
but also with respect to the chances of very
much increasing that dividend in the future.
(Cheers.)

THE RUBBER AND THE TOBACCO COMPANIES.

It may be of some advantage for investors to
learn that most of our rubber companies' shares
stand at present on the market at only a little
over par, while the shares of several Malay
States companies command over 10 per cent.
premium. In view of the fact that, only five
years ago, the Linggit and Valambrosa shares
were changing hands at about par, I confidently
look forward to seeing the shares of our rubber
companies having a similar rise during the
next few years. Probably this was what Sir
Augustus Pitt Rivers, the chairman of the
Langkat Company, had in his mind when he
stated at a recent meeting of his shareholders
that he would rather buy the shares of North
Borneo rubber companies at anything like their
present price than those of the Malay States
companies at the enormous premium at which
many of them stand to-day on the Stock Ex-
change. Notwithstanding the fact that such
premium is, at present, in most cases warranted,
I feel sure that our friend is right, as in time
our rubber shares should reach the level of those
of the Malay States.

At present there are only the eight companies
enumerated by me operating in our territory;
but as we have room for many hundreds more,
we are soon to be able to add to our list, and
by so doing give investors the opportunity of
acquiring shares at par. North Borneo, in the
opinion of those best qualified to judge, is even
more suitable for the cultivation of Para rubber

than either the Malay States or Ceylon. Our
territory, therefore, is likely to become, in no
great time, an important rubber-producing
center. Geographically, it is situated in what is
known as the "rubber belt," and it has been
since the inception of the company some 27
years ago, produced annually a considerable
amount of best quality wild or forest rubber.
It is also in the high-class tobacco-producing
belt. In fact, only the north of Sumatra and
North Borneo have, so far, been able to
produce the tobacco so much sought after
by manufacturers for covering cigars. But
North Borneo tobacco, while equal to Sum-
atra for wrappers, surpasses it in flavour, and
can therefore also be used for filling purposes.
Notwithstanding the risks inseparable from its
planting, the value of the tobacco exported from
our territory increased from \$1,316,600 in 1898
to \$2,772,172 last year. The two most im-
portant tobacco companies in our territory
spend at present per annum about double as
much money as the total spent annually by the
whole of our rubber companies. But when
these companies are producing rubber on a
large scale each should then spend four or five
times as much, and, as the bulk
of our revenue is derived indirectly from the
expenditure of money in our territory, our
receipts should then be considerably augmented.
The next of our industries in importance is
timber. The value of the timber exported in
1908 was a little less than it was in 1907.
This, we understand, was owing to trade
depression throughout the East. Like the
tobacco, however, the timber exports have more
than doubled during the last ten years, the figures
being \$214,343 for 1899 and \$521,543 for the
year under review.

MINERAL DEVELOPMENTS.

With reference to mineral developments, I
can only say that the Cawston Harbour Coal
Company seem to be doing good work. We
learn that coal is now being put out of their
mines at the rate of 100 tons a day, and that
when the new plant which has been ordered has
been placed in position, the Manager expects to
be able to increase the output to about 180 tons
a day from October next, and to about 300 tons
a day from April next. Further, from the
report of the directors of the British Borneo
Exploration Company, steps have been taken to
prove the existence, in quantity, of the copper
ore and petroleum outcropping in several places
in our territory. Should either of these
valuable products turn out a success, it will
be a very good thing for us, as, apart
from our one-fifth share of the profits in the
Exploration Company, we shall benefit indirect-
ly to a very considerable extent. That Borneo
has great underground resources and that those
can be made to yield handsome profits is shown
by the magnificent results of the "Shell"
Transport and Trading Company, which pro-
duced last year, I believe, some 1,204,132 tons of
crude oil from its wells. In view of this and of
the fact that oil is being produced by another
company, at less than 40 miles from our territory,
the prospects of both the Exploration Company
and the Petroleum Syndicate would seem to be
the reverse of discouraging. But it should not
be forgotten that the "Shell" Company spent
nearly £1,000,000 on one thing and another
before its directors felt certain of the success of
their venture. So far, the expenditure of the
Exploration Company has been less than a tenth
of that sum, and I think £5,000 would cover the
expenditure to date of the Petroleum Syndicate.

Apart, however, from the mineral resources
of our territory—which, I believe, will one day
surprise a good many people—our agricultural
prospects are very encouraging—so encouraging,
in fact, that we confidently anticipate further
considerable developments in the near future.
(Cheers.) I now beg to second the resolution.

The CHAIRMAN then put the motion, and,
having declared it carried unanimously, proposed
the declaration of a dividend of 4 per cent. for
the year 1908, payable on and after the 20th inst.

The MANAGING DIRECTOR seconded the
motion, which was carried unanimously, and the
retiring directors and auditors were afterwards
re-elected.

A special meeting of the company was held
subsequently to consider the two resolutions
referred to in the notice convening it.
The CHAIRMAN, in proposing the resolutions,
stated that there were practically only two things
required by them—first, that the board should
be able to issue share warrants to bearer, and
secondly, that their powers of borrowing should
be increased according to the resolution.

The MANAGING DIRECTOR seconded the re-
solutions, which were carried.

A cordial vote of thanks to the chairman and
directors having been unanimously passed,
The CHAIRMAN, in reply, said he wished that
the resolution had included the staff of the com-
pany both at home and abroad, who were very
much responsible for the successful results which
had been achieved during the past year. (Cheers.)
He added that the success of the company was
very much a question of what money was put
into the country to develop it.
The proceedings then terminated.

ALLIANCE AGAINST U.S.A.

SUGGESTION THAT GERMANY AND ENGLAND
SHOULD COMBINE TO FIGHT AMERICA.

An extraordinary article by Judge Schwarz,
a prominent member of the German Reichstag
and of the Prussian House of Representatives,
is printed in *Der Tag*, under the heading,
"Europe for Europeans," in which, says the
Daily Telegraph New York, the author, Dr. H.
Engelmann, urges Germany to abandon mutual
suspicions, trade competition, and naval
rivalries, and league themselves without further
delay against America. The article was called
to New York, and was reproduced in some of
the leading newspapers, but, for the most part,
it excited only amused comment.

It is true, as the learned judge suggests in
Der Tag, that America is the commercial
competitor of England and Germany alike, and is
keen in getting as much from each as possible.
It is also true that a war between Eng-
land and Germany would probably leave
the United States invulnerable in trade. But in
existing circumstances, an "economic alliance
of all Europe" to enforce "its own Monroe
doctrine of Europe for the Europeans" is highly
improbable, to put it mildly. And for two
reasons. These, according to the *New York*
Times, are "first, the export trade from
Europe to the States, and the other is the
import trade from the States to Europe." The
former is very important; the latter practically
indispensable.

The same journal says America, on the other
hand, with its great area, varied resources, and
large population of superior efficiency, could
conceivably exist very comfortably without
Europe, more particularly as she is not importing
her foodstuffs like England and Germany.

For your own comfort in Tropical Countries use CALVERT'S Carbolic Soaps.

Sold by Local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

Guarded against
Infection.

Perfect Personal
Cleanliness.

Freedom from
Skin Irritation.

Calvert's 20% Carbolic Soap.

Among the special purposes for which this power-
ful antiseptic soap is useful, it has secured a wide
popularity as a safeguard against infection, as a
protection against mosquitoes and other insects, or for
antiseptically cleansing their bites.

Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purifica-
tion ensured by the antiseptic properties of this
delicately perfumed soap, while its pure quality meets
the requirements of even a sensitive skin.

Calvert's Carbolic Prickly-heat Soap.

is most serviceable in warm climates as a preventive
of prickly-heat or other skin irritation. Well adapted
for regular bath and toilet use by its purity, antiseptic
properties and pleasant perfume.

Which meets your special need?
Each suits the climate.

By Appointment to His Majesty the King.

When you feel thoroughly exhausted after a
heavy day's work, begin your dinner with a
BOVRIL Soup, and so ward off indigestion.

BOVRIL

stimulates the gastric juices and immediately strengthens
and invigorates the whole system.

"SHACKELL" "SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

SHACKELL EDWARDS & CO., LTD.

PRINTING INK MAKERS.

ESTABLISHED 1786.

HEAD OFFICE—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.
Hongkong, 16th October, 1907. [934]

APENTA

NATURAL APERIENT WATER.

Bottled at the Springs, Budapest, Hungary.
For continuous use by the Gouty, the
Constipated, and the Old.


GOLD MEDAL,
St. Louis, 1904.

DOSE—A Wineglassful in the morning
before Breakfast.

AS SUPPLIED TO THE HOUSE OF
LOBDS AND HOUSE OF COMMONS.

THORNE'S

OLD VAT

PER CASE

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE
OF GREENOCK AND HAS BEEN SOLD SINCE 1815

SCOTCH WHISKY.

HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK,"
A.I. A.R.C. and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK NO. 3.

Extreme Length ... 722 feet
Length on Blocks ... 714
Width of Entrance on Top ... 96
Width of Entrance on Bottom ... 88
Water on Blocks at Spring Tide ... 34 1/2

DOCK NO. 1.
Extreme Length ... 523 feet
Length on Blocks ... 513
Width of Entrance on Top ... 88
Width of Entrance on Bottom ... 77
Water on Blocks at Spring Tide ... 6 1/2

DOCK NO. 2.
Extreme Length ... 371 feet
Length on Blocks ... 350
Width of Entrance on Top ... 66
Width of Entrance on Bottom ... 55
Water on Blocks at Spring Tide ... 22

PATENT SLIP.

Suitable for vessels up to 1,000.
THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS; and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIALS is
always kept on hand.
The COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 I.H.P.)
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
Short Notice. [805]

PRINTING

Nothing creates such a good impression in
business as the use of First Class Printing.

The difference in cost between good and
printing and material is generally nil.

THE "HONGKONG DAILY PRESS"
PRINTING WORKS
turn out the Best Printing at Reasonable Prices

SHIPPING.

ARRIVALS.
 GLENAYON, British str., 2723, B. Woolfenden, 26th July—London, via Singapore 21st July, General—McGregor Bros. & Gow.
 HAINUN, British str., 636, J. W. Evans, 27th July—Swatow 26th July, General—Douglas, Lapraik & Co.
 INDRAPURA, British str., 3,152, R. W. Evans, 27th July—New York and Singapore 21st July, General—Jardine, Matheson & Co.
 JACOB DIMDRECHSEN, German str., 530, A. Hansen, 27th July—Touane and Hothow 26th July, General and Salt—Jensen & Co.
 KUTRANO, British str., 3,010, R. C. D. Bradley, 27th July—Calcutta 15th and Singapore 22nd July, General—Jardine, Matheson & Co.
 LOOSOK, German str., 1,020, P. Wittstock, 27th July—Bangkok 12th July, Rice—Butterfield & Swire.
 MINNESOTA, American str., 13,323, Ravens, 27th July—Seattle and Manila 24th July, General—Great Northern S.S. Co.
 PATROCLUS, British str., 5,508, W. Bailey, 27th July—Poohow 24th July, General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 27th July.
 Clara Jensen, German str., for Haiphong.
 Dortmund, German str., for Shanghai.
 Feiching, Chinese str., for Shanghai.
 Frithjof, Norwegian str., for Haiphong.
 Glenavon, British str., for Haiphong.
 Johanne, German str., for Wakamatsu.
 Kaifuku Maru, Japanese str., for Hothow.
 Maltheide, German str., for Manila.
 Manchester Castle, British str., for Singapore.
 Pernio, Austrian str., for Singapore.

DEPARTURES.

27th July.
 ANHUI, British str., for Canton.
 CATHERINE APCAR, British str., for Singapore.
 CEYLON MARU, Japanese str., for Singapore.
 CHINA, American str., for Amoy.
 CHOSHUN MARU, Jap. str., for Swatow.
 HAILAN, French str., for Haiphong.
 HALDIS, Norwegian str., for Bangkok.
 HAITAN, British str., for Canton.
 HING MING, Chinese str., for Canton.
 HUNGHO, British str., for Chinkiang.
 KIANG CHING, Chinese str., for Shanghai.
 LOKSANG, British str., for Canton.
 MAUSANG, British str., for Singapore.
 PINGQUAY, British str., for Shanghai.
 TAMING, British str., for Manila.
 YINGCHOW, British str., for Swatow.

SHIPPING REPORTS.

The British str. *Hainun* reports: Light Westerly winds and fine.
 The British str. *Kutran* reports: Carried moderate S.W. winds to the 6th parallel, then freshening to strong W.S.W. wind with occasional violent squalls of wind and rain. This weather continued to the 15th parallel, thence moderate Northerly winds to the 18th parallel, when the wind veered to the N.E. and East, backing to N.W. through North with light winds and fine clear weather till arrival.

VESSELS IN DOCK.

July 27th.
ABERDEEN DOCK.—*Forwarder, Paul Beau, H.M.S. Jean, Manila, COSMOPOLITAN DOCK.*
TAIKOO DOCK.—*Hawchow.*

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.
 (Taking Cargo through routes to the BRAZIL, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).

THE Company's Steamship

"PERSIA."
 Capt. P. Giorgianni, will be despatched as above on or about the 27th inst.
 This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.
 For information as to Passage and Freight apply to

SANDER, WIELER & Co., Agents, Pinnock Buildings, Hongkong 3rd July, 1909.

"GLEN" LINE OF STEAMERS.

FOR LIVERPOOL AND ANTWERP.

THE Steamship

"GLENKERR."
 Captain Rafferty, will be despatched as above on SATURDAY, the 7th August, 1909.
 For Freight or Passage apply to
 McCREGOR BROS. & GOW, Hongkong, 26th July, 1909. [1006]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
 (With Liberty to Call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE."
 will be despatched for the above Ports on SATURDAY, the 14th August, 1909.
 For Freight or Passage, apply to
 ARNOLD, KARBURG & Co., Agents, Hongkong, 24th July, 1909. [915]

"INDRA" LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAWADI."
 Captain W. Gray Williams, will be despatched as above the 21st August, 1909.
 For Freight or Passage apply to
 JARDINE, MATHESON & Co., Agents, Hongkong, 15th July, 1909. [966]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECTION	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
1. From Green Island to the Harbour Master's.						
LONDON &c. via USUAL PORTS OF CALL.	DELHI	Brit. str.	1	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 7th Aug., at Noon.
LIVERPOOL & ANTWERP	GLENKERR	Brit. str.	1	Rafferty	McCREGOR BROS. & GOW	On 7th Aug.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SAMBIA	Ger. str.	1	Müller	HAMBURG-AMERICA LINE	About 25th inst.
COPENHAGEN & ST. PETERSBURG	SIAM	Ger. str.	1	Sachs	HAMBURG-AMERICA LINE	On 1st Aug.
HAYRE, ROTTERDAM, BREMEN & HAMBURG, &c.	SEOOVIA	Ger. str.	1	Hock	HAMBURG-AMERICA LINE	On 2nd Sept.
HAYRE & HAMBURG, &c.	ANDALUSIA	Ger. str.	1	Peter	HAMBURG-AMERICA LINE	On 14th Sept.
HAYRE & HAMBURG, &c.	SPAIN	Ger. str.	1	G. M. Montford, R.N.R.	HAMBURG-AMERICA LINE	On 23rd Aug.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MAIZA	Fr. str.	1	Casanova	HAMBURG-AMERICA LINE	On 30th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CALDONIA	Fr. str.	1	K. Homma	MESSAGERIES MARITIMES	On 3rd Aug., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SAUKU MARU	Jap. str.	1	A. Kishi	NIPPON YUSEN KAISHA	On 4th Aug., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YEDDO	Jap. str.	1	F. L. Sommer	NIPPON YUSEN KAISHA	About Middle of Aug.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AWA MARU	Jap. str.	1	O. Fahnke	NIPPON YUSEN KAISHA	On 18th Aug., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SAXONIA	Jap. str.	1	P. & O. S. N. Co.	NIPPON YUSEN KAISHA	On 7th Sept.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	1	J. G. Williams	NIPPON YUSEN KAISHA	On 30th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AMERICA MARU	Jap. str.	1	W. M. Wade	NIPPON YUSEN KAISHA	On 30th Aug., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KINSEI	Jap. str.	1	M. Yagi	NIPPON YUSEN KAISHA	On 18th Aug., at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	INDIA WARD	Jap. str.	1	W. D. Walsh	NIPPON YUSEN KAISHA	On 3rd Sept., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WELSH PRINCE	Jap. str.	1	E. Porvuth	NIPPON YUSEN KAISHA	On 30th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KUMERO	Jap. str.	1	J. C. Richards	NIPPON YUSEN KAISHA	On 4th Aug., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF JAPAN	Jap. str.	1	B. Bradley	NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MONTAGUE	Jap. str.	1	G. J. Benton, R.N.R.	NIPPON YUSEN KAISHA	On 3rd Aug., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	FRITPATRICK	Jap. str.	1	Williams	NIPPON YUSEN KAISHA	On 30th inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Jap. str.	1	Th. Arthur	NIPPON YUSEN KAISHA	On 1st Aug., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHINANO MARU	Jap. str.	1	Charbonnel	NIPPON YUSEN KAISHA	On 2nd Aug., at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAWATA MARU	Jap. str.	1	M. Courtney	NIPPON YUSEN KAISHA	On 3rd Aug., at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHANGHONG	Jap. str.	1	H. Powell	NIPPON YUSEN KAISHA	On 8th Aug., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YUNO MARU	Jap. str.	1	Glenavon	NIPPON YUSEN KAISHA	On 18th Aug.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAMAGUCHI MARU	Jap. str.	1	Wagner	NIPPON YUSEN KAISHA	On 17th Aug.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AYUTTA MARU	Jap. str.	1	P. J. van Emmerik	NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKO MARU	Jap. str.	1	H. Sugi	NIPPON YUSEN KAISHA	On 4th Aug., at 10 a.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TIFANAS	Jap. str.	1	H. McVernon	NIPPON YUSEN KAISHA	On 3rd Aug., at 2 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SUISANO	Jap. str.	1	W. C. Passmore	NIPPON YUSEN KAISHA	On 3rd Aug., at 2 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HUNGHO	Jap. str.	1	J. W. Evans	NIPPON YUSEN KAISHA	On 30th inst., at 2 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHIPSING	Jap. str.	1	Hodgins	NIPPON YUSEN KAISHA	On 30th inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MOYORI MARU	Jap. str.	1	P. H. Balle	NIPPON YUSEN KAISHA	On 31st inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	GOVERN	Jap. str.	1	R. Rodger	NIPPON YUSEN KAISHA	On 3rd Aug., at 3 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KUTRANO	Jap. str.	1	A. W. Underbridge	NIPPON YUSEN KAISHA	On 6th Aug., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ADAMARA	Jap. str.	1	B. W. Almond	NIPPON YUSEN KAISHA	On 31st inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LIANG	Jap. str.	1	Mathias	NIPPON YUSEN KAISHA	On 31st inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	FOOSHING	Jap. str.	1	F. Semblé	NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TOKIN	Jap. str.	1	H. Koops	NIPPON YUSEN KAISHA	On 31st inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	INDEN	Jap. str.	1		NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LOKANG	Jap. str.	1		NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YATSHING	Jap. str.	1		NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHINWA	Jap. str.	1		NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CALEDONIA	Jap. str.	1		NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHENAN	Jap. str.	1		NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SEBIA	Jap. str.	1		NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	C. FRED. LAMKE	Jap. str.	1		NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	THAIATAP	Jap. str.	1		NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SOBU MARU	Jap. str.	1		NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	DAIGO MARU	Jap. str.	1		NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAICHING	Jap. str.	1		NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAIRANG	Jap. str.	1		NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YUNNANG	Jap. str.	1		NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ZAFIRO	Jap. str.	1		NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TEAN	Jap. str.	1		NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LOOSOK	Jap. str.	1		NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	REH	Jap. str.	1		NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAPONG	Jap. str.	1		NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BORNEO	Jap. str.	1		NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NAMANG	Jap. str.	1		NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TJINNI	Jap. str.	1		NIPPON YUSEN KAISHA	Quick despatch.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"KLEIST" Capt. O. PARNKE	Thursday, 29th July, at D'light
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GOEBEN" Capt. B. WILHELM	About Wed., 28th July
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COLENZ" Capt. H. RABENBERG	Friday, 13th Aug., at 10 a.m.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBLÉ	Beginning of August

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 28th July, 1909.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C., TACOMA & SEATTLE
 VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
* KUMERIC	6,232	J. Mathee	On 28th July, Noon.
* KYMERIC	4,363	J. Boyd	On 26th August
* SUVERIC	6,232	S. Shetton	On 23rd September.

* These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.
 1. Calls at Keelung, Shanghai, Moji, Kobe and Yokohama.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO. LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.
 Hongkong, 28th July, 1909.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.
 FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TOKIN" Capt. Charbonnel	On 2nd Aug., P.M.
MARSEILLES VIA PORTS	"CALEDONIE" Capt. Casanova	On 3rd Aug., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"AUSTRALIE" Capt. X.	On 16th Aug., P.M.
MARSEILLES VIA PORTS	"ERNEST SIMONS" Capt. Girard	On 17th Aug., 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for the Levant, Constantinople and Black Sea, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 27th 10s. up to 27th 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to
P. DE CHAMPORIN, AGENT, Queen's Building.
 Hongkong, 21st July, 1909.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."
 Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SAT., 14th Aug.	"EMPRESS OF BRITAIN" FRI., 10th Sept.
"EMPRESS OF CHINA" SAT., 4th Sept.	"ALLAN LINER" FRI., 1st Oct.
"MONTAGUE" SATURDAY, 18th Sept.	
"EMPRESS OF INDIA" SAT., 25th Sept.	"EMPRESS OF IRELAND" FRI., 22nd Oct.
"EMPRESS OF JAPAN" SAT., 16th Oct.	"ALLAN LINER" FRI., 12th Nov.

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the Inland Sea of Japan) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus. via Canadian Atlantic Ports or New York \$71.10 Hongkong to London, 1st Class (via Canada) "443" "445."

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line.

R.M.S. "MONTAGUE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Prays, opposite Blake Pier.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, FRANKFORT, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI."

Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 7th August, at Noon, taking passengers and cargo for the Company's s.s. "MANTUA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamers proceeding direct to Marseilles and London, other cargo for London, etc., will be conveyed from Bombay by the s.s. "OCEANA" due in London on the 19th September, 1909.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
E. A. HEWETT, Superintendent.
 Hongkong, 27th July, 1909. [1]

NOTICES TO CONSIGNEES

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.
 FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"PERSIA."

having arrived, Consignees of Cargo are hereby informed that Goods will be landed into the hazardous and/or extra hazardous Goods of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
 No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 31st July, or they will not be recognised.
 No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 31st July, will be subject to risk.
 Bills of Lading will be countersigned by
SANDER, WIELER & Co., Agents.
 Hongkong, 25th July, 1909. [3]

FROM EUROPE.

